

Subject: [REDACTED]

ARTICLE 1. PURPOSE AND SCOPE

NEW ADVERTISEMENTS.

NEWSPAPER

NOTICE

POLICE NOTICE.

NOTICE has been received that the ANNUAL PERAMBULATION of the WARDEPARTMENT BOUNDARIES will take place from 10 a.m. to 12 a.m. on the 23rd instant, and that in consequence thereof all the roads within the Military intendment will be closed to the Public during those hours.

By Command, W. M. DEANE,
Capt. Superintendent of Police.

Department of Police,
17th January, 1889. [175]

F O U N D .

GENTLEMAN'S CAPTAIN PIN.

Apply to

SCOTT COLLINSON,
Wellington Barracks.

Hongkong 21st JANUARY 1889. 174

IN THE SUPREME COURT OF
HONGKONG.

SUMMARY JURISDICTION.

FOREIGN ATTACHMENT.

Suit No. 100 or 1893.

PLAINTIFFS—ERNEST CARL LUDWIG
BRUNNER, FRIEDRICH ALEXAN-
DER BUESING BROCKELMANN,
and JUSTUS FRIEDRICH HEIN-
RICH LUTHE.

DEFENDANTS—T. LAUTS, F. H. L.
HAESELOOF and SHU NAP.

NOTICE is hereby given that the Writ of
Foreign Attachment issued by us against
Goods of Messrs J. T. LAUTS, F. H. L.
HAESELOOF and SHU NAP has been this
day withdrawn.

Dated the 10th day of January, 1893.

PUSTAU & Co.

CATHAY. CHAPTER.

No. 1165.

REGULAR CONVOCATION of the
above Chapter will be held in FRANK-
LIN HALL, 27 Third Street, on FRIDAY,
Feb. 5th inst., at 8.30 for 9 P.M. precisely.
Meeting, 21st January, 1889. 1165

SCOTCH WHISKY.

Only the best is GUARANTEED by PALMER & Co's
purest Scotch and matured in rich
casks, it is made from fine old

our Agents have Stock of their
 ready to JARDINE, MATHISON & Co.,
 or to STEVENSON & Co.,
 or to LAM, CRAWFORD & Co.
 on Hong, 21st January, 1889. 1176

H. KONG RIFLE ASSOCIATION.

Eight Monthly Handicap CHAL-
 LENGES CUP COMPETITION in
 the K. M. RIFLE Club. Next instant
 week. Intending Competitors who do
 not already possess Tickets for same must send
 their entry together with 50 cents not later
 than on FRIDAY, 25th inst.
 to the Club Secretaries.

A. SIELTON HOOPER,
 Hon. Secretary,
 46, HONGKONG CLUB,
 on Hong, 21st January, 1889. 1189

THE

CO-OPERATIVE
COMPANY, LIMITED.

WINTER SEASON.

WOOLLEN DRESS MATERIALS,
HORN AND LAMB'S WOOL HOSIERY,
DOCL SHAWLS, WOOL GOODS for
Ladies, JAPANESE SILK
FISHING GOWNS, EIDER DOWN
MATS, EIDER DOWN CUSHIONS,
WOOLLEN RUGS, and SCOTCH MAUDS,
White & Scarlet BLANKETS, ALL WOOL
CLOTHS, NEW MILLINERY, WALK-
ING BOOTS, and SHOES, &c., &c.

WINTER SEASON.

HIGH MOIRE SILKS & SATINS, BEAD-
SILK NETS, OPERA CLOAKS and
HOODS, SATIN SHOES all Shades and
KID, SUEDE, and SILK GLOVES,
LACE and LISLE THREAD HOSE, NEW
MILLINGS, FANS, FEATHERS,
FLOWERS, PERFUMES, &c., &c.

NOTICE.

THE DRESSMAKING and MILLINERY
DEPARTMENTS are under the Personal
Superintendence of Experienced EUROPEAN
ASSISTANTS.

—

THE HALL & HOLTZ CO-OPERATIVE
COMPANY, LIMITED.

onkporo, 21st January, 1889. [23
STEAM TO SHANGHAI.
 THE P. & O. S. N. Co.'s Steamship
 "PENINSULAR,"
 will leave for the above place TO-DAY, the
 21st instant, at FOUR P.M.
 E. L. WOODIN,
 Superintendent.
 1st January, 1889. [1
ST. AMBROS COMPANY,
 LONDON.
R. SWATOW, AMOY, AND FOOCHOW.
 The Company's Steamship
 "HAI TAN,"
 Captain S. Ashton, will be despatched for the
 above Ports, TO-MORROW, the 22nd instant,
 at 10 A.M. Freight or Passage, apply to
 DOUGLAS L. LARRAIK & Co.,
 General Managers.
 onkporo, 21st January, 1889. [170
R. CHINA & MANILA STEAMSHIP

COMPANY, LIMITED.
FOR MANILA DIRECT.
H. Company's Steamship
"DIAMANTE."
Captain G. Taylor, will be despatched for the
Port TO-MORROW, the 22nd inst, at
7 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 21st January, 1882. 169

INTIMATIONS.

1889. IN PREPARATION. 1889.
THE
CHRONICLE AND DIRECTORY
FOR 1889.
Which is incorporated
THE CHINA DIRECTORY.
(TWENTY-SEVENTH ANNUAL ISSUE).
COMPLETE, WITH APPENDIX, PLANS, &c., &c.,
Royal 8vo., 1889, \$5.00.
SMALLER EDITION, Royal 8vo., 1889, \$3.00.

THE CHRONICLE AND DIRECTORY
will be thoroughly revised and brought up
to date, and again much increased in bulk.

A. S. WATSON & CO., LIMITED.

HAVE JUST RECEIVED THEIR

ANNUAL SUPPLY OF

LAWN GRASS SEED

AND

SWEET CORN.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY.

Hongkong, 16th January, 1889.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be
addressed "The Editor," and those on business "The
Manager," and not to individuals by name.
Correspondents are requested to forward their names
and addresses with communications addressed to the
Editor, not for publication, but as evidence of good
faith.
All letters for publication should be written on one
side of the paper only.
Advertisements and Subscriptions which are not
ordered for a fixed period will be continued until
countermanded.
Orders for extra copies of the Daily Press should be
sent before 11 a.m. on the day of publication.
After that time the supply is limited.

TELEPHONE NO. 12.

The Daily Press.

HONGKONG, JANUARY 21st, 1889.

YESTERDAY'S mail brought out the report of
an important meeting of the Manchester
"Chamber of Commerce to consider the position
of the Lancashire cotton industry as
affected by the competition of the Indian mills."
More than twelve months ago a Committee
was appointed to report on the subject, and
the inquiry has been very close and
searching. The majority of the Committee
ascribed the success of Indian competition
to geographical position, while a minority
report gives the chief cause as the fall in
exchange which has taken place since 1876.
At the general meeting of the Chamber held
on the 17th December the decision was in
favour of the report of the minority by 64
votes to 52. This is a very substantial victory
for the supporters of bi-metallicism and a
happy augury of success for the efforts of the
bi-metallic League in leading the country at
large to see the injurious effect which mono-
metallicism is exercising on British manu-
factures. The geographical position of Bombay
is quite insufficient to account for the success
which has attended the cotton spinning in-
dustry there. As proof of this the fact is ad-
duced that the trade has gone on increasing,
while the advantages resulting from geo-
graphical position, as represented by cost of trans-
port, have been diminishing. Lancashire has,
moreover, many advantages over Bombay to
counterbalance the advantages the latter
possesses in its geographical position. The
lower wages and longer hours of Bombay
have also been mentioned, but this is a
factor which, on a close examination, will be
found to have very little force. In India
the operatives work eighty-one hours per
week, whereas in England they work only
sixty-six. But in England the whole fifty-
six hours are fully occupied with work, where-
as in Bombay there is nothing like the same
sustained and close attention, the men being
allowed to go off "for a spell" for a quarter
of an hour or so whenever their inclination
leads them. Presumably there is some limit
to this, but it is a fact, we believe, that at
any particular moment it will be found in
a Bombay mill that a very appreciable pro-
portion of the hands supposed to be at work
are not actually on duty. Their effectiveness
while they are at work is also lower than
that of the Lancashire operative. What
may be the precise number of hours per day
that will yield the best and most economical
result of labour is too nice a point for defini-
tive decision, but opinion in England now-a-
days seems to incline to nine. Whether
this be approximately correct or not—the cor-
rect point may be eight or it may be ten—
it will be found by practical experience
that when the limit is passed, labour be-
comes less effective and therefore more ex-
pensive. No one would expect a man work-
ing ninety hours a week to do half as much
work again in the year as a man working
sixty. This point seems to have been only
lightly touched on at Manchester, the real
controversy raging round bi-metallicism. In his
evidence before the committee Mr. HAWORTH
said:—"The invariable effect of a fall
in Eastern exchanges—or, which is the
same thing, a fall in the price of silver—is
that a corresponding fall takes place in the
price of our yarn in Manchester." He cited
his experience between December, 1887, and
May of last year in support of this pro-
position. Certain yarns for export to China
and Japan he had sold "forward" for
several months in December and January,
and the conditions were then all favourable
for an advance of price. There occurred,
however, a fall in exchange, which com-
pelled him to abandon the attempt to realise
the advance. Even the old rates could not
be obtained; and finally, in May, he had to
accept prices lower by from 1d. to 1d. per
lb. than those of December-January. Mean-
while orders had been received in Bombay
from China and Japan for the yarns pro-
duced there at even higher rates than those
paid in December. The plain inference from
these facts, as a contemporary puts it, is
that whilst there was a strong demand for
for both Bombay and Manchester

between December and January,
the fall in exchange, which did not affect
Bombay spinners, resulted in forcing
down Manchester prices to the extent stated.
This effect of a falling exchange in favour-
ing Indian manufacturers at the expense of
Lancashire has been repeatedly pointed out
in these columns, and it is as usual in-
contestable. The import of Indian yarn into
China and Japan has increased—as shown
by Messrs. JAMES and EDWARDS'S circular,
which we reprinted a few days ago—from
17,598 bales in 1876 to 27,710 bales in
1888. An examination will show, we think,
that the periods of greatest increase have
been coincident with the greatest distur-
bance in exchange. Taking the last four
years we find that in 1885 the increase was in
round numbers 22,000 bales, in 1886 47,000
bales, in 1887 42,000 bales, and in 1888
10,000 bales. It was in 1886 that the dollar
for the first time fell below 3s., the lowest
point touched the previous year having been
3s. 3d. Since then exchange, though it has
not risen, has remained steady, especially
during the last year, and the increase in the
import of Indian yarn has been proportion-
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returns show that during the eleven months
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doubtless have grown up in Bombay inde-
pendently of questions of exchange, but it is
to the fall in exchange having acted on it
like a bounty that the phenomenal growth
of the trade with China and Japan must be
attributed.

The delivery of the English mail was begun
at 10.10 a.m. yesterday.

The name of Dr. J. C. Thomson, of the London
Mission, has been added to the Medical
Register. Dr. Thomson has come out to
take charge of the Alice Memorial Hospital.

A steamer which arrived at Singapore recently
from Australia had on board 250 Australian
soldiers, specially selected by a Colonel of the
Singapore Army for leaving the King of Siam's
cavalry.

According to the Straits Times, it is generally
believed that Sir Hugh Low will shortly re-
turn to Malacca, and that Mr. Macleod will
be appointed Resident at Parak, and that Mr. Maxwell will be ap-
pointed Resident at Selangor.

The Mercury regrets to learn that Mr. Hanco,
Chief Secretary to the Royal Korean Customs
in Seoul, is suffering severely from an over-
load of the brain. Mr. Hanco is a member of
the Imperial Chinese Maritime Customs staff.

On the 13th January a fire broke out in Arab
Street, Singapore. Six houses, containing chiefly
rice goods, were consumed. All the houses
burned were completely gutted and were insured
for some \$75,000 or \$100,000 in foreign offices.

In the House of Commons on the 18th inst.
Sir J. Ferguson, in reply to Dr. Tanner, said:
"Representations have been made at various
times to the Chinese Government in regard to
the Chinese shipping industry, and the British
interests in the Chinese shipping industry."
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that the periods of greatest increase have
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years we find that in 1885 the increase was in
round numbers 22,000 bales, in 1886 47,000
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for the first time fell below 3s., the lowest
point touched the previous year having been
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attributed.

The delivery of the English mail was begun
at 10.10 a.m. yesterday.

The name of Dr. J. C. Thomson, of the London
Mission, has been added to the Medical
Register. Dr. Thomson has come out to
take charge of the Alice Memorial Hospital.

A steamer which arrived at Singapore recently
from Australia had on board 250 Australian
soldiers, specially selected by a Colonel of the
Singapore Army for leaving the King of Siam's
cavalry.

According to the Straits Times, it is generally
believed that Sir Hugh Low will shortly re-
turn to Malacca, and that Mr. Macleod will
be appointed Resident at Parak, and that Mr. Maxwell will be ap-
pointed Resident at Selangor.

The Mercury regrets to learn that Mr. Hanco,
Chief Secretary to the Royal Korean Customs
in Seoul, is suffering severely from an over-
load of the brain. Mr. Hanco is a member of
the Imperial Chinese Maritime Customs staff.

On the 13th January a fire broke out in Arab
Street, Singapore. Six houses, containing chiefly
rice goods, were consumed. All the houses
burned were completely gutted and were insured
for some \$75,000 or \$100,000 in foreign offices.

In the House of Commons on the 18th inst.
Sir J. Ferguson, in reply to Dr. Tanner, said:
"Representations have been made at various
times to the Chinese Government in regard to
the Chinese shipping industry, and the British
interests in the Chinese shipping industry."

The majority of the Committee ascribed the
success of Indian competition to geographical
position, while a minority report gives the
chief cause as the fall in exchange which has
taken place since 1876.

At the general meeting of the Chamber held
on the 17th December the decision was in
favour of the report of the minority by 64
votes to 52. This is a very substantial victory
for the supporters of bi-metallicism and a
happy augury of success for the efforts of the
bi-metallic League in leading the country at
large to see the injurious effect which mono-
metallicism is exercising on British manu-
factures. The geographical position of Bombay
is quite insufficient to account for the success
which has attended the cotton spinning in-
dustry there. As proof of this the fact is ad-
duced that the trade has gone on increasing,
while the advantages resulting from geo-
graphical position, as represented by cost of trans-
port, have been diminishing. Lancashire has,
moreover, many advantages over Bombay to
counterbalance the advantages the latter
possesses in its geographical position. The
lower wages and longer hours of Bombay
have also been mentioned, but this is a
factor which, on a close examination, will be
found to have very little force. In India
the operatives work eighty-one hours per
week, whereas in England they work only
sixty-six. But in England the whole fifty-
six hours are fully occupied with work, where-
as in Bombay there is nothing like the same
sustained and close attention, the men being
allowed to go off "for a spell" for a quarter
of an hour or so whenever their inclination
leads them. Presumably there is some limit
to this, but it is a fact, we believe, that at
any particular moment it will be found in
a Bombay mill that a very appreciable pro-
portion of the hands supposed to be at work
are not actually on duty. Their effectiveness
while they are at work is also lower than
that of the Lancashire operative. What
may be the precise number of hours per day
that will yield the best and most economical
result of labour is too nice a point for defini-
tive decision, but opinion in England now-a-
days seems to incline to nine. Whether
this be approximately correct or not—the cor-
rect point may be eight or it may be ten—
it will be found by practical experience
that when the limit is passed, labour be-
comes less effective and therefore more ex-
pensive. No one would expect a man work-
ing ninety hours a week to do half as much
work again in the year as a man working
sixty. This point seems to have been only
lightly touched on at Manchester, the real
controversy raging round bi-metallicism. In his
evidence before the committee Mr. HAWORTH
said:—"The invariable effect of a fall
in Eastern exchanges—or, which is the
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NOTICES TO CONSIGNEES.

STEAMSHIP "AVA."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London to S. S. "PROVENCAL," from Antwerp to S. S. "PROVENCAL," from Havre to S. S. "PROVENCAL," and from Bordeaux to S. S. "PROVENCAL," are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed and stored at their risk at the Company's Godowns, at Hongkong, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 1 P.M. ON FRIDAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after FRIDAY, the 25th inst., at Noon, will be subject to rent and landing charges at One cent per package per diem.

All Claims must be sent in to me on or before the 25th inst. and not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPELAIN, Agent.

Hongkong, 16th January, 1890.

TO CONSIGNEES OF OPTIONAL CARGO EX O. S. CO. S. S. "PATROCLUS."

SHIPPING Orders must be obtained from the Undersigned not later than the 21st inst. for shipment per steamer "EDUCATION."

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th January, 1890.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "PATROCLUS."

It is hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.

Goods undelivered after the 25th inst., will be subject to rent. All damaged Goods will be left in the Godowns where they will be examined at 11 A.M. 25th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th January, 1890.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"AGLATA."

Capt. Christiansen, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Kowloon Pier and Godown Co. and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on the 22nd inst. at 4 P.M.

No Fire Insurance has been effected.

SIEMSEN & Co., Agents.

Hongkong, 16th January, 1890.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"ARRATON ATCAR."

having arrived from the above Ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf & Godown Company's Godowns at West Point, where delivery may be obtained.

Cargo remaining undelivered after the 22nd inst., will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 22nd inst.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 16th January, 1890.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "GLAUCUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 16th inst.

Goods undelivered after the 23rd inst., will be subject to rent. All damaged Goods must be left in the Godowns where they will be examined at 11 A.M. 23rd inst.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 23rd inst.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 16th January, 1890.

FOR SALE.

JULES MUMM & Co's

CHAMPAGNE, Qts. 320 & Pts. 321.

Despossession of Gervoy & Co's

BOURBON CHAMPAGNE.

AND

WHITE WINES.

CHAU LIOVILLE, at \$23 per Case of 12.

CHAU LIOVILLE, at \$23 per Case of 12.

BAXTER'S "BARLEY BREE" 1

(Celebrated 7 years Old Whisky)

at \$23 per Case of 12.

GIBB, LIVINGSTON & Co.

Hongkong, 16th November, 1889.

WING TAI & Co

SHIP'S COMPADROES, STEVEDORES,

AND

FRESH PROVISIONS SUPPLIED AT THE

SHORTEST NOTICE.

At 25, PRINCE CENTRAL.

客務處在二樓

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH

"HONG KONG STAR"

Runs Daily as Ferry Boat between PRINCE'S

WHARF and Tsim-Tsa-Tsui at the following

hours:

Leaves Prince's Wharf

Leaves Tsim-Tsa-Tsui

6.00 A.M. 3.15 P.M.

6.45 4.00

7.30 4.45

8.15 5.30

9.00 6.15

9.45 7.00

10.30 7.45

11.15 8.30

TO BE LET.

A SMALL EUROPEAN HOUSE at Wan-chai and GODOWNS 50p and 51 and 52, EAST EAST.

Apply to

LINSTEAD & DAVIS.

Hongkong, 1st June, 1888.

TO BE LET, FURNISHED.

WESTBOURNE VILLAS, 80vne, Eastern Road.

Apply to

LINSTEAD & DAVIS.

Hongkong, 5th November, 1888.

TO LET.

"SUNNYSIDE," No. 7, Bonham Road.

Apply to

LINSTEAD & DAVIS.

Hongkong, 14th November, 1888.

TO LET.

DESIRABLE COAL GODOWNS, 23, Praya East.

From 1st May, 1888.

Apply to

LINSTEAD & DAVIS.

Hongkong, 12th April, 1888.

TO LET—AT THE PEAK.

"LA HACIENDA," formerly occupied by Sir GEORGE PHILLIPS.

Apply to

H. N. MODY.

Hongkong, 13th December, 1888.

TO LET.

FROM the 1st February next, OFFICES at 25, PRINCE CENTRAL, in the occupation of the Comptroller of Customs.

Apply to

RUSSELL & Co.

Hongkong, 4th December, 1888.

TO LET.

"THE HOMESTEAD," KELLET'S RIDGE, and/or 30th Sept.

A PORTION of "BEACONFIELD ACADEMY," "BREEZY POINT," Immediate Possession.

"BUSINESS VILL," POPEY'S GODOWNS at BOWLINGTON.

Apply to

SHARP & Co.

Hongkong, 16th January, 1889.

TO LET.

ROOMS in "COLLEGE CHAMBERS," OFFICES in "VICTORIA BUILDINGS" from 1st February.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 16th July, 1888.

TO LET.

PEAK

MOUNT KELLET.

BUNGALOW, UNFURNISHED, TO BE LET—from 1st October to 16th May next, at reduced rate.

Apply to

EDUARD SCHELLHASS & Co.

Hongkong, 27th September, 1888.

TO LET.

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.

STEAMER CARGOES discharged on favourable terms.

Also Entire GODOWNS to LET.

Apply to

MEYER & Co.

Hongkong, 2nd July, 1887.

TO LET.

OFFICES & GODOWNS now occupied by the Messrs. BARNES & MARITIME COMPANY, being No. 8, Praya Central.

STEAMER CARGOES discharged on favourable terms from 1st February next.

THE PREMISES can be let partly.

Apply to

LAI HING & Co.

No. 153, Queen's Road Central.

C. EWENS.

Hongkong, 16th November, 1888.

TO LET, FURNISHED.

STEAMER CARGOES discharged on favourable terms.

AT THE PEAK, "DUNFORD."

Apply to

J. Y. V. VERNON.

Hongkong, 5th November, 1888.

FOR SALE.

JULES MUMM & Co's

CHAMPAGNE, Qts. 320 & Pts. 321.

Despossession of Gervoy & Co's

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WING TAI & Co

SHIP'S COMPADROES, STEVEDORES,

AND

FRESH PROVISIONS SUPPLIED AT THE

SHORTEST NOTICE.

At 25, PRINCE CENTRAL.

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.

Hongkong, 16th July, 1887.

NORTHERN ASSURANCE COMPANY.

The Undersigned, having been appointed Agents in Hongkong, with license, to accept RISKS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. LEWETT & Co., Agents.

Hongkong, 8th June, 1888.

FIRE INSURANCE COMPANY, OF 1877 IN HAMBURG.

The Undersigned, Agents of the above Company, are prepared to ACCEPT RISKS at Current Rates.

FUSTAU & Co., Agents.

Hongkong, 18th January, 1889.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

The Undersigned, having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £25,000, at reduced rates.

Hongkong, 23rd July, 1872.

THE MAN OF INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (Subscribed), \$1,000,000.

BOARD OF DIRECTORS.

LUM SIN, Chairman.

KAN HUP, Esq., Vice-Chairman.

CHAN LI CHOT, Esq., Q. H. CHUTE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Shareholders of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

Head Office, No. 2, Queen's Road West, Hongkong, 14th March, 1891.

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$400,000 on any one

FIRST-CLASS RISK

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th May, 1881.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

The Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co., Agents.

Hongkong, 1st January, 1882.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$25,000, on first-class risks at current rates.

MELCHERS & Co., Agents.

Hongkong, 27th March, 1878.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ESTABLISHED 1870.

HEAD OFFICE—HONGKONG.

CAPITAL TWO MILLION DOLLARS.

PAID-UP CAPITAL \$400,000.

RESERVE FUND \$50,000.

CHARGE PAID \$25,000.

BONDS PAID \$25,000.

RISKS accepted at CURRENT RATES OF PREMIUM.

JAN. B. COUGHRAN, Secretary.

Hongkong, 30th March, 1888.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & Co., Agents.

Hongkong, 16th November, 1872.

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

The Undersigned, having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE and LIFE at Current Rates.

FUSTAU & Co., Agents.

Hongkong, 1st April, 1885.

PHENIX FIRE OFFICE

The Undersigned, are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPELLE & Co., Agents for the Phoenix Fire Office.